

TALES FROM BIG CITIES

Why President Wilson Is in the Murat Mansion

BORDENTOWN, N. J.—Why did Prince and Princess Joachim Murat turn over their magnificent mansion in Paris to President and Mrs. Wilson? Because he is a Murat and she is a Bonaparte. Both the Murats and the Bonapartes have gratitude to America, which afforded their ancestors an asylum a century ago—and thereby large romance.

The first Murat (1767-1815) was one of Napoleon's marshals, and Napoleon gave him his wife Caroline in marriage and made him king of Naples in 1808. Napoleon Achille (1804-1847), his eldest son, came to the United States in 1841, established a large estate in Florida and married a granddaughters of George Washington.

Napoleon Lucien Charles (1805-1878), the second son, came to America in 1825 and joined at Bordentown his uncle Joseph Bonaparte, Napoleon's favorite brother who was king of Naples and king of Spain, and came here after Waterloo, establishing a magnificent estate of 2,000 acres, where he lived as count of Surcouf with his two daughters. The American Bonapartes are descended from Joseph, the youngest brother of Napoleon, who married Elizabeth Patterson in Bordentown.

Napoleon Lucien Charles established himself in the "Versailles of America," near his uncle. He had seven sons and Miss Caroline Fraser, daughter of Major Fraser of Lincoln Hill. The prince's relatives did not approve of the young couple's elopement. Joseph Bonaparte cut off his nephew's allowance. The prince ran through two fortunes in farming and real estate experiments, and his wife opened a fashionable boarding school for girls in Linden Hall.

The present Prince Murat is the son of the late Prince Joachim, who was born in Bordentown in 1854, the son of Napoleon Lucien Charles and his beautiful American wife.



"If Wishes Were Horses, All Beggars Might Ride"

LYNN, MASS.—Free trolley rides for all under a form of public ownership of public utilities is proposed by ex-Mayor Ralph S. Bauer, following a conference with Peter Witt, traction expert. "I propose," said Mr. Bauer, "that the city of Lynn purchase from the Bay State Street Railway company the entire track and overhead feeding wire equipment and car barns within the city limits of Lynn."

"This can be done by a 20-year bond issue, which should be large enough to permit the purchase of 120 streetcars, equipped with front entrance cars, giving the people in Lynn a service with not over a ten-minute wait during the rush hours, and extending this service over every track in Lynn, including the belt lines and other abandoned sections. I propose that the entire service in Lynn be operated by the city, making absolutely no charge for carfare anywhere, the operating expenses to be met by the tax levy."

"The entire cost of operating could be met by one-half of 1 per cent on our present valuation from the tax levy. Free rides in street cars over every part of the city would, in my judgment, in five years build up every vacant lot within the city limits. We would have within ten years 200,000 people in Lynn."

Daughter Plays Joke on Chicago Policewoman

CHICAGO.—Mrs. Alice Clement Faubel is Chicago's best-known policewoman. Part of her daily work is to keep lovelorn young couples from rushing into hasty marriages. She is the Nemesis of elopers. Ruth Clement is Mrs. Faubel's twenty-year-old daughter. Ruth wanted to get married. She and Charles C. Marrow, son of a former mayor of Parsons, Kan., had it all arranged. But Marrow is in the naval aviation corps at Pensacola, Fla. Mrs. Faubel insisted there be no marriage until he was released. Marrow came up to Chicago to spend the holidays near Ruth. Most everybody connected with the business of marrying people around Chicago knows Mrs. Faubel, so there seemed no chance for an elopement by Ruth and Charley. Mrs. Faubel felt perfectly safe.

And then Ruth and Charley just up and got themselves married! Quite simply, too. They got their license at the county building. But they dodged the judges. Instead, the couple went to a minister in the neighborhood of Ruth's home at 4715 North Washburn avenue, and there the knot was tied.

Ruth returned home and was unsuspected. Mrs. Faubel, inspecting a hotel register, found "Mr. and Mrs. Charles C. Marrow." She rushed up to the room. Neither Charley nor Ruth was there—but a marriage certificate was in plain sight.

Mrs. Faubel was peeved. She phoned the lieutenant at her station and told him she couldn't work—her daughter had eloped.

"Are they married?" the lieutenant asked.

"Yes," said Mrs. Faubel. "But I'm going to wait right here till they come back. I'm going to arrest him and send him back to his station."

The fire of the policewoman cooled after a time, and then Mrs. Faubel was again just the mother.

All is quiet on the Potomac now.



John Anderson, Who Broke Sitting Bull's Heart

BOZEMAN, MONT.—There has just left Montana to enter the soldiers' home near Los Angeles, Cal., one of the picturesque figures of the state. He is John Anderson, ex-slave, ex-regular army soldier and 46 years a resident of Bozeman. Anderson is noted throughout the state and widely known in army circles as the man who killed Sitting Bull's son—and broke the heart of the Sioux warrior.

Anderson was born in slavery in the Cherokee nation, now Oklahoma, eighty-six years ago. His father was a purebred Cherokee, his mother a purebred negro. Slavery was not presumed to exist in that section, but is said to have flourished, and many Indians and half-breeds were under the yoke.

In the latter part of 1861 Anderson ran away and joined the Union army. He fought throughout the Civil war and served in the regulars some time after it. Leaving the army in 1872, Anderson came to Bozeman. In 1874 he led a party of gold miners to a strike reported on Porcupine creek, just below the Rosebud. Frank Gooden was captain of the expedition and Anderson was guide.

While trekking past the site of what later witnessed the battle of Yellowstone, where General Custer met his death, the gold hunters were attacked by a large band of Sioux. The Indians numbered several hundred, the white men only a score. Little Sitting Bull, son of the chief, who was even then famous, was leading the Redskins and made himself unduly conspicuous.

At a critical moment Anderson ran upon the red chief with his pistol and shot him dead. The Indians retreated. The son's fall, it is said, confirmed Sitting Bull's determination to try to wipe out the whites and led to the Indian war that followed.

Anderson returned to Bozeman, where he prospered during many years. He and his wife, who still lives, own a cozy cottage on the outskirts. But increasing age largely made it difficult for him to earn a living and he has gone to the home.

Anderson was a slave of a German in Oklahoma and the tales he tells of the inhuman cruelties the brute inflicted on his helpless victims would rank for sheer horror, with accounts of anything done in Belgium and France.



RAILROAD PROBLEM QUESTION OF STUBBORN FACT, NOT OF THEORY

McAdoo Favors a Five-Year Test Period in Which to Prove Which Is Better, Government Ownership or Private Ownership Wisely Regulated Under Superior Authority of Federal Government.

By W. G. McADOO.

The railroad problem is today one of the most, if not the most, important and vital domestic questions facing the American people. Our welfare and prosperity depend on its proper solution. Therefore it is peculiarly necessary that the facts regarding it be understood clearly; that it be settled not along partisan political lines but in deference to the prejudices of any class; that the American people face the issue boldly and dispose of it as courageously as they have always done with every basic problem they have had to meet.

Let me say immediately that I have no pet theory to advance in discussing the settlement of the railroad question. At the present time I am neither an advocate nor an opponent of government ownership. But while my tendency is against government ownership and in favor of a wisely regulated private ownership under strong federal control, I am frank to say that I am not afraid of government ownership should experience, gained by an adequate test, prove that it is the best solution of the problem. We are living in a new day in America; the world is throwing off old shackles; we must do what seems best in view of ascertained facts regardless of preconceptions. I favor a five-year test period because I believe its results will tell us convincingly which is better—government ownership or private ownership wisely and adequately regulated under the superior authority of the federal government.

Calls Attention to Problem.

The recent suggestion I made to the congress for such a test under peace conditions has at least served to concentrate attention on the problem. Many of the attacks on the plan plainly have been directed by selfish interests; others just as plainly are due to misunderstanding.

The suggestion most generally advanced by the opposition is that the roads be continued under government operation for the twenty-one months period after the war, as provided by the present federal control act, and that during that time remedial legislation (there is an utter lack of agreement on the details of such legislation) be enacted to return the roads to their private owners.

There are two reasons why such a course seems to me impossible; first, the roads cannot be operated successfully under the present act for twenty-one months with the prospect of their return to their owners at the end of that time approaching nearer every day; and second, no adequate and fair remedial legislation can be obtained within that time in view of the political situation, and the lack of crystallization of the thought of the nation as to what is the best permanent solution. In discussing these two points, I must be frank, for the American people are entitled to frankness. This is their problem, and they are going to settle it sooner or later whether certain interests want them to or not.

The most serious obstacle to going on with the present system of federal control under existing limitations while the congress tries to work out remedial legislation is that of morale. Some purposely blind people appear to think this an idle argument put forward to bolster up a plan. They do not know the situation. "No man can serve two masters."

Fact Stubborn Fact.

The railroad officials and employees of the United States are only human. If they see the end of federal control rapidly approaching, with their positions and their future the constant subject of partisan political controversy, and with an entirely different system of control, which will vitally affect each individual employee, about to go in effect they naturally cannot work with undivided thought and at the highest point of efficiency; they will be thinking inevitably of the interests of the private owners whose employees they will soon become, and they will pay less and less attention to the government officials operating the roads. Where the interests of the private owners and of the government clash, as they unavoidably will in any cases, employees will hesitate which interest to serve. Confusion and lack of efficiency are bound to result. This is not theory; this is a stubborn fact that must be faced. Already signs of the difficulty are beginning to appear. With other forms of industry this might not be so serious, but the prosperity and even the lives of millions of Americans depend upon the discipline and efficiency of the American railroad machine.

Then, too, were the effort made to continue the present control under existing legislation, the railroads, from a physical standpoint, might stand still or even deteriorate during the twenty-one months' period. Without the cooperation of the railroad corporations, it is difficult under the present law to carry forward improvements or to obtain needed equipment. Already many of the railroads are resisting purchases of necessary equipment for their account. Many of the necessary improvements, such as joint terminals, while of great benefit to the public, are not relished by some railroad corporations for competitive and therefore selfish reasons. Such improvements would result in great economies without which it probably would be impossible to reduce passenger or freight rates during the twenty-one months' period. It is impossible to carry forward an adequate program of improvements and to demonstrate those operative economies which will shorten transportation in a shorter period than five years.

Some of the opponents of the suggested five-year extension of federal control appear to do so on the ground that the operating revenues during the year 1918 will be insufficient to pay the rentals guaranteed to the owners. They forget that most of the wage increases granted to employees took effect January 1, 1918, whereas the increased passenger and freight rates did not go into effect until six months later. If increased freight and passenger rates had gone into effect January 1, 1918, at the same time as the wage increases, there would have been no deficit. They also forget that the government took over the roads when they were completely paralyzed and when the greatest congestion of traffic in their history was upon them. It cost the government millions of dollars to clear up the congestion and get the railroads running again efficiently. They also forget that billeted followed billeted, and that it cost much money to overcome their effects. They forget, too, that the price of coal, of steel, and of other supplies was far above normal during the past year. These added expenses all would have had to be met had the roads continued under private control, and to pay for them rates would have had to be increased. Private operation the past year would have failed utterly and the deficit would have been greater perhaps than under government management.

Must Keep Out of Politics.

I would prefer not to mention politics in connection with this problem, because primarily it is an economic question. But we must not be blind. The American people have been discussing the railroads for generations; almost every man in public life has come on record on some phase of the subject. In 1920 there will be a presidential election. It is idle to suppose that under such conditions it will be possible during this or the next congress to secure calm and deliberate consideration of the ultimate solution of the problem, much less a fair and adequate permanent settlement. This vital question must not be settled in the heat of passion of partisan politics; it must be dealt with in the calm of an inter-presidential election period.

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Economies Can Be Effected.

Under peace conditions, and with a period of five years of federal control assured, it should be possible to maintain existing wages and working conditions and to effect such economies, that reductions in rates, both passenger and freight, ought to follow within a reasonable time. Unquestionably economies can be effected under unified control that cannot be practiced under diversified control. Already the extra charge of one-half cent a mile for riding in sleeping cars, imposed as a war measure, has been removed, and other restrictions enforced by the war are rapidly disappearing.

Unfortunately some of the opposition to the proposed five-year extension is based on dissatisfaction with service given the public during the war. It is argued that conditions have been bad, although this is not true. It can be stated as a fact, which cannot be successfully contradicted, that service has been greatly improved under federal control.

Salute Brother Officer Even Though Bathing

Boston, Mass.—"Salute your brother officers even though they be in the bathtub," declared Maj. Gen. Clarence R. Edwards in commenting on the failure of officers in the Northeastern department to salute. "The salute," General Edwards said, "is a manifestation of a man's own self-respect. It is an evidence of discipline."

der federal control, in spite of the tremendous demands that the war needs have imposed. Here again it is forgotten apparently that the railroads were placed under government control for the purpose of winning the war against the German autocracy. The first duty was to move troops and war supplies. I have yet to hear a sound criticism of the manner in which that pressing war need was met. Millions of soldiers were moved safely and expeditiously to the front, and from camp to camp. Foodstuffs, munitions and other supplies were rushed to ships at express-train speed. The American railroads during the past year have functioned for the war purpose.

But even in the conduct of ordinary business, the record made by the railroads shines by comparison with the record of private control in previous years when considered from the standpoint of important traffic. During the fall of 1918, there was practically no congestion anywhere and we were still at war. Remember the congestion on the railroads in the crop-moving seasons of 1916 and 1917. Toward the end of 1916 conditions became so bad that the interstate commerce commission made an investigation. As a result, Commissioner McLeod filed a report in which he said that "mills have shut down, prices have advanced, perishable articles of great value have been destroyed, and hundreds of carloads of food products have been delayed in reaching their natural markets." Also that "long delays in transit have been the rule rather than the exception, and the operations of established industrial activities have been uneconomical and difficult."

Became Simple Matter.

The accommodation of passengers in peace times, and the proper attention to the transportation of ordinary freight, become a comparatively simple matter once the larger questions have been disposed of. No practical, just and experienced man can honestly argue that government operation per se has caused bad service. Already needed trains are being re-stocked; crowded conditions are being remedied; rules made necessary by the war are being done away with.

I touch on such questions briefly in order that there may be no misconception of the issue by the injection of false premises. No disaccommodation will result to the traveling or shipping public by the extension of the period of federal control. The question merely is whether wise and well considered remedial legislation for the return of the roads to private control can be obtained under existing conditions within twenty-one months, and whether, even if that were possible, the roads could be operated successfully, economically and satisfactorily pending the discussion by the congress and the country, and especially with the 1920 presidential campaign approaching.

Neither contingency being possible in my judgment, I see no escape from the conclusion that the period of federal control must be extended for five years, so that an adequate test of unified operation may be secured under peace, not war, conditions, and necessary improvements to terminals and other facilities be made, free from partisan political influences, or the railroads must be restored to private control in the near future to take their chances under the old laws and conditions which governed them prior to the assumption of control by the government.

GIRLS! LOTS OF BEAUTIFUL HAIR

A small bottle of "Danderine" makes hair thick, glossy and wavy.

Removes all dandruff, stops itching scalp and falling hair.



To be possessed of a head of heavy, beautiful hair, soft, lustrous, fluffy, wavy and free from dandruff is surely a matter of using a little Danderine.

It is easy and inexpensive to have nice, soft hair and lots of it. Just get a small bottle of Danderine. Danderine now—it costs but a few cents—all drug stores recommend it—apply a little as directed and within ten minutes there will be an appearance of abundance, freshness, softness and an incomparable gloss and lustre, and try as you will you cannot find a trace of dandruff or falling hair; but your real surprise will be after about two weeks' use, when you will see new hair—fine and downy at first—yes—but really new hair—growing out all over your scalp. Danderine is, we believe, the only sure hair grower, destroyer of dandruff and cure for itchy scalp, and it never fails to stop falling hair at once.

If you want to prove how pretty and soft your hair really is, moisten a cloth with a little Danderine and carefully draw it through your hair—taking one small strand at a time. Your hair will be soft, glossy and beautiful in just a few moments—a delightful surprise awaits everyone who tries this. Adv.

For Hygienic Reasons.

Teacher (reading)—Water, water everywhere and not a drop to drink. Why was that so, Bobby?

Bobby—Because there were no individual drinking cups.—Boston Evening Transcript.

GREEN'S AUGUST FLOWER

Has been used for all ailments that are caused by a disordered stomach and inactive liver, such as sick headache, constipation, sour stomach, nervous indigestion, fermentation of food, palpitation of the heart caused by gases in the stomach. August Flower is a gentle laxative, regulates digestion, both in stomach and intestines, cleans and sweetens the stomach and alimentary canal, stimulates the liver to secrete the bile and impurities from the blood. Sold in all civilized countries. Give it a trial.—Adv.

Extravagant Taste.

Would He Contribute—Can you use a poem on "Our Daily Bread?"

Editor (without looking up)—No; what we want on our daily bread is butter.—Boston Evening Transcript.

RESCUE OF AIRMEN FROM THE SEA



One of the British airplanes taking part in the surrender of the German fleet came to grief and fell into the sea. The aviators were rescued by a destroyer, and the photograph shows the plane being hauled aboard the rescue ship.

Important to Mothers. Examine carefully every bottle of CASTORIA, that famous old remedy for infants and children, and see that it bears the

Signature of *Dr. J. C. Fletcher*. In Use for Over 30 Years. Children Cry for Fletcher's Castoria.

What Happened.

Out West a would-be highwayman—"held up" a profiteer. The highwayman lost his overcoat, boots and \$6.

For a disordered liver, take Green's Tea, the Herb Laxative. All druggists.—Adv.

To save gas, never light it until the dish to be cooked has been placed on the burner.

When Baby Is Teething. GROWN BAY BOWLS, BRONCHIS will soothe the throat and break teething. Perfectly harmless. See directions on the bottle.

The proof of a woman's temper is the arrival of an unexpected guest to dinner.

Cure pimples, head-aches, bad breath by taking May Apple, Aloe, Jalap rolled into a tiny pill called Doctor Pierce's Pleasant Pellets. Adv.

All doctors are glad to welcome those who do not come well.

When Your Eyes Need Care Try Marine Eye Remedy. It is the only eye remedy that cures all eye troubles. See directions on the bottle.